



EXECUTIVE SUMMARY

OVERVIEW

The Active Transportation Plan is a county-wide framework to improve infrastructure and provide the supporting policies and programs that encourage active living and help revitalize the economy. Unlike a traditional planning document, this plan is a dynamic web based plan that is part of the Activate Allen County website.

The benefits of developing a system for active transportation extend beyond the direct benefits to the users of the system to the community as a whole. A well-implemented plan will reap reward by:

- Reduced health care costs through increase physical activity.
- Reducing traffic injuries and deaths by improving the safety of the transportation system for all modes.
- Reducing the water, air and noise pollution associated with automobile use by shifting local trips from automobiles to walking, bicycling or transit.
- Enhancing the local economy by providing the types of transportation choices and physical environment that make a community an attractive place to live, establish a business and visit.
- Provide independent and dignified travel options for residents of all abilities and at all stages of their life through variety of viable and safe transportation choices.



“ACTIVATING” ALLEN COUNTY



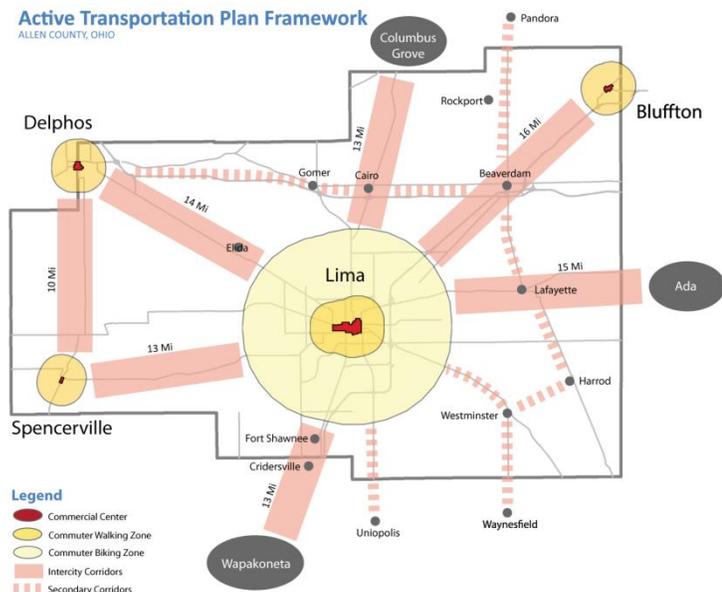
The mission of the Active Transportation Plan is to increase physical activity by making walking, bicycling and transit the easy, safe, attractive and convenient choice for everyday trips. According to [LACRPC](#) 77% of Allen County adults are overweight or obese and 27% of adults report no leisure time physical activity. Obesity carries significant economic costs due to increased healthcare spending and lost earnings. In 2006, the [CDC](#) estimated that obese people’s medical spending was \$1,429 or 42% higher than those of normal weight.

There has been a growing body of research that shows that the physical environment of a community has a direct impact on the physical activity levels of its residents. [Active Living Research](#) has compiled research that shows that public transit users take 30% more steps per day than people who rely on a car and that people who live in neighborhoods with sidewalks on most streets are 47% more likely to be active at least 30 minutes a day.

In Allen County, individuals with income less than \$25 thousand per year are more likely to be obese. This same group is also less likely to own a car or have access to one. Providing more opportunities for walking, biking and transit in these neighborhoods not only relieves the cost burden of owning a car it also reduces obesity through increased physical activity.

THE IDEA

The plan looks at how the local communities and the region may develop a network of streets and pathways that are friendly to bicycles, pedestrians and transit users. It is anticipated that the physical and cultural changes will result in a greater number of individuals choosing walking and bicycling and transit as their preferred mode of transportation for local trips. These choices will in turn lead to healthier lifestyles and a more energy efficient and sustainable transportation system.



THE NETWORK PLAN

The [Network Plan](#) provides realistic near recommendations and long-term directions for both local communities and the county as a whole. The Network Plan includes:

- Pedestrian road crossing improvements to encourage walking and provide safe and efficient travel routes and better access to transit.
- Restriping existing roadways to make them safer for automobiles while adding bicycle facilities.
- Improved access to existing off-road trails and new off-road trails along abandoned railroad corridors.
- A network of neighborhood bike routes that include wayfinding signage to provide a low-stress bike route to major destinations.



SUPPORTING POLICIES AND PROGRAMS

The proposed [Policies and Programs](#) are designed to work in concert with the new facilities to encourage people to integrate active transportation in their daily life while at the same time removing institutional barriers. The Policies and Programs include:

- An ambitious regional Active Transportation Calendar comprised of a series of smaller events tailored to specific groups designed to keep active transportation at the forefront.
- Policies and programs tailored to each community that not only make for a better place to walk and bike but also build upon the community's sense of place.
- Regional policies and programs that help Allen County move forward as a whole.

WHAT DOES IT COST?

There is always a cost whether you build something or not. Some times the cost of doing nothing can be more expensive than the cost of change. From 2008 to 2012 automobiles struck 161 pedestrians and 120 bicycles in the Allen County. That works out to be over four crashes each month. Beyond the physical and emotional cost of each crash there is an economic cost. Based on [USDOT's estimates from the 2010 Highway Safety Manual](#) that considering the cost of wage and productivity losses, medical expenses, administrative expenses, vehicle damage, and employer's uninsured costs, the comprehensive cost of those 281 pedestrian and bicycle crashes over that 5 year period is over 47 million dollars. This works out to be over 9 million dollars a year or about \$88 per resident each year.

Implementation for the proposed active transportation network has been divided into three categories based on ease of implementation and capital expenses:

- **Road Projects** – implementation concurrent with a road resurfacing or reconstruction project, the costs are generally incidental to the overall project.
- **Minor Capital Projects** – generally smaller safety and wayfinding improvements that are low cost and easy to implement.
- **Major Capital Projects** – mainly regional off-road trails and short pathway connections that can be capital intensive.

The total cost of the Minor Capital Projects, which will yield a substantial system and have the greatest effect on daily transportation, is only about 1.2 million dollars. The plan's recommendations are based on [proven safety countermeasures](#) that show up to 69% reduction in crash rates in some cases. The total cost of the Minor Capital Projects is less than 14% of comprehensive costs of crashes each year. The total cost of everything proposed in the plan totals about 46 million dollars, which is less than the comprehensive costs of crashes between 2008 and 2012. This does not even take into account the economic benefits of increased physical activity.



GET INVOLVED!

From the beginning, a dedicated group of elected and appointed officials, public employees and the general public have helped to shape this plan. Web surveys, interactive maps, walking tours and stakeholder meetings were used to engage the public and ensure that the Active Transportation Plan reflects a shared vision supported by the community.

The Active Transportation Plan essentially is a living plan that is continuously looking for ways to improve transportation in Allen County. In order to continue to promote a community supported vision, the public is encouraged to continue to provide feedback through the online interactive map and other input sources.

Active Transportation Plan

Interactive Public Input Map



[Home](#) [Mapped Comments](#)

Below is a map of the Preliminary Plan Active Transportation Network for Allen County. Think about your/your family's commute to school, work, shopping, recreation or places of worship in Allen County. Click on any line or point for more information. [Add your comments to the map](#) or give a "thumbs up" on changes on the map that would make it easier for you or your family to walk or bike to those destinations. Thanks!

[Your input is important to making this plan a success! Click here and tell us what you think!](#)